

MAY 2016

Contact: Vickie.Wyche@dot.state.fl.us

(386) 943-5185

LAKE COUNTY
CONSTRUCTION IN PROGRESS

430652-1-52-01

SR 50 from SR 33 to East of Lake Village Avenue - /milling and Resurfacing

Estimate completion date: May 2016 - 95% complete

D.A.B. Constructors, Inc.

Project cost: \$4,888,000

LANE CLOSURES:

May 2nd – May 6th - 7am to 6 pm

Intermittent EB and WB inside, outside and turn-lane, lane closures on SR 50 in Groveland from Montevista Blvd. to SR 33.

Working on Drainage

238422-1-52-01

SR 25/US 27 from N. Boggy Marsh Road to N. of Lake Louisa Road. Add lanes and reconstruct

Estimated completion date: 967 – October 2018 – 8%

Ranger Construction

Project cost: \$37,503,443.23

LANE CLOSURES:

February 9th to October 18th -2018

Southbound lane closure on US 27 from South of Margaux Drive to north of Lake Louisa Road for 24 hours a day.

April 25th, 2016 to Thursday, October 18th, 2018

Northbound outside lane on US 27 from south of Margaux Drive to north of Lake Louisa Road for 24 hours a day.

The single lane configuration on both northbound and southbound will remain until the project is complete in the fall of 2018.

435434-1-52-01

SR 25/US 27 and SR 50 Interchange – Landscaping in Lake County

Estimated completion date: June 2016 – 51% complete

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No lane closures anticipated

433214-1-52-01

Villages Elementary School Pedestrian Features @ US 27 (2) Locations

1. US 27 @ Fennell Blvd.

2. US 27 @ Rolling Acres

Estimated completion date: June 2016

Atlantic Civil

Project cost: \$349,853

Installing pull boxes and conduit for the PED Signals.

437058-1-52-01

Lake County Drainage Maintenance/Repair (Various locations) routine maintenance and repair on various state roads

Estimated completion date: August 2016

Sheen-Line LLC

Project cost: \$773,285

LANE CLOSURES: No lane closures anticipated

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LAKE COUNTY
Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2019 estimate \$33 million.
2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.
3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2018/2019. (FM 429356-1) Construction not funded.
4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.
5. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate \$2.9 million in FY 2014/16. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line US 27** - A \$8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW Acquisition began)
7. **CR 466A (Miller St.) from US 27 to Sunny Court** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.
8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - \$2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County

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SUMTER COUNTY
CONSTRUCTION IN PROGRESS

242626-2-52-01: I-75 Improvements from North of Hernando County Line to South of CR 470.

Widen I-75 from four (4) lanes to six (6) lanes, complete interchange construct at State Road 48 (Exit 314) new ramps at the CR 476B/CR 673 (Exit 309 Interchange) Intelligent Transportation Systems (ITS) improvements. Drainage, guardrail, signing and pavement markings, signalization, milling and resurfacing, and miscellaneous structures.

Estimated completion date: April 2017 - 64% complete

The Middlesex Corporation

Project cost: \$76.9 million

LANE CLOSURES:

May 1st thru May 4th

Full road closure at the I-75/SR 48 interchange from 8 p.m. to 7 a.m. A detour will be in effect while the contractor installs bridge overhangs and welds stay-in-place forms over the travel lanes.

May 1st - May 5th

From 8 p.m. to 7 a.m., temporary northbound outside lane closure from Gum Slough Bridge to half a mile south of SR 48 (Exit 314). The contractor will be removing the temporary barrier wall from the project and stockpiling offsite.

May 3rd thru May 4th

Northbound off ramp to CR 476B will be closed from 8 p.m. to 7 a.m. Detour will be in effect while contractor removes temporary striping and constructs the tie-in to the newly built pavements for Ramp B. In addition, guardrail needs to be installed.

242626-3-52-01:

I-75 from South of CR 470 to SR 91 (FL Turnpike) in Sumter County

Widening of 4-lane divided Highway to 6-lane divided Highway

Estimated completion date: September 2017 - 45% complete

Project cost: \$43.1 million

LANE CLOSURES:

May 1st – May 5th - 8pm to 7am

Alternating lane closures on CR 470 from the I-75 overpass to east of the railroad. Contractor will be installing pipe.

May 5th - 8pm to 7am

Alternating lane closures on CR 470 under the I-75 Bridge for bridge deck concrete placement.

430188-1: US 301 at SR 44 – Add a Second Southbound Left Turn Lane on SR 35 and Intersection Improvements.

Project time/work began date: March 6, 2016

Estimated completion date: August 2016 – 33% complete

LANE CLOSURES:

May 2nd – June 11th - 7:30pm to 7am

Intermittent NB and SB lane closures on US 301 at the intersection of SR 35/SR 44. Contractor will be working on concrete demolition.

240418-2: SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement

Project time/work began date: February 27, 2016

Estimated completion date: June 2017 – 12%

LANE CLOSURES:

May 3rd – May 7th - 9pm to 6am

Westbound flagger operations between SW 18th Terrace and West Street. Contractor is installing drainage trunk lines.

MAY 2016

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Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/18 (FM No. 430132-1).
2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
3. **CR 466W from CR 209 to US 301** – A \$1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).
4. **CR 475 from C-470 to CR 542** - A \$3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County
5. **CR 673** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.

PUBLIC WORKS DIVISION

PROJECT SUMMARY

May 24, 2016

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS		SCOPE	*PHASE	PROJECT BUDGET (FY 2016)
1	C-462 Widening	This roadway widening project includes reconstruction of approximately 2.3 miles of roadway from US 301 to C-466A, within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, a bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Roadway construction commenced on April 18, 2016. Project completion is 12 months from NTP, April 18, 2017. Current phased work is at CSX Crossing and C-462.	C	\$5,333,000
2	C-466W Widening	This roadway widening project includes reconstruction of approximately one mile of roadway from CR 209 to US 301 within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Final design plans were received on 8/7/15. Rights-of-way acquisition was completed in December 2015. Construction is expected to be advertised for bids by the end April, to begin in June 2016, and to be substantially complete by June 2017. CE&I Contract was awarded by the BOCC on April 12, 2016 to Hill Intl. Mandatory pre-bid meeting occurred on May 10, 2016.	B/P	\$967,742
3	C-476 W Safety Improvements	The purpose of this project is to replace the existing edge and centerline striping with rumble striping for a 9.1± mile section of C-476 W from the Hernando County Line to US 301. Final design plans were submitted on 6/26/15. Agreements with FDOT for construction and inspection services funding are being executed. Construction was advertised for bids in March, and no bid responses were received. Project was to be re-bid.	B/P	\$299,342
4	C-468 Widening from US 301 to CR 505	This roadway widening project includes reconstruction of approximately 1.7 miles of roadway from US 301 to CR 505. The final roadway configuration will include a four-lane divided urban typical section with sidewalks and bicycle lanes. The project is being coordinated with the Wildwood Springs DRI site planning process, and shared pond/developer access locations have been determined. The design was completed, and Rights-of-Way (R/W) acquisition started in January 2016. Plan updates occurring to accommodate City of Wildwood after main relocation request, and to address Wildwood Springs access. A construction timetable has not yet been determined; however, it is expected to be completed in phases. Phase 1 is from US 301 to the planned entrance to Wildwood Springs inclusive of the left turn into the Wildwood Springs Entrance. Waterline design and utility coordination underway.	R/W Acquisition	\$2,323,656
5	C-468 second bridge over the Florida Turnpike and widening from CR 505 to east of the Turnpike	This project involves the construction of a second bridge over Florida's Turnpike at C-468 and the widening, to four lanes, of C-468 between CR 505 to east of the Turnpike. Construction of bridge support structures is underway. Pile driving is completed, and the roadway widening is nearly complete. Completion of all project construction should be complete by the second week in August. Nighttime temporary closures of individual lanes of the turnpike to allow crack repairs within existing lanes, during late May to early June dates to be determined.	C	\$3,500,000
6	Partial construction of the Full Interchange at C-468 and the Florida Turnpike	The construction of the interchange and lighting portions of this project are on hold, pending release of construction by the Florida Turnpike (not expected before 2020). The portions of the project currently under construction are the stormwater detention ponds, the Intelligent Transportation System (ITS), and the interchange ramp turnouts; this work is scheduled to be completed in conjunction with the remaining work for the C-468 second bridge project in July 2016.	C	\$3,504,530
7	C-475 from C-470 E to CR 542	This project involves milling and resurfacing of C-475S from C-470 to CR 542. Scope also includes adding 4' paved shoulders and replacing the bridge over Jumper Creek and includes a 12 inch water main interconnection design. The design recommendation for Kimley-Horn and Associates will go before the BOCC for approval on 5/10/16 and includes a dry water main extension to interconnect the Bushnell water system. Funding of construction is expected to be through an FDOT SCOP grant.	D	\$400,000
8	C-470, C-475N, and C-575 Safety Improvements	The design recommendation for HDR will go before the BOCC 5/10/16 of safety improvements to C-470 between CR 424 and Wilderness Drive (0.6 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-575 between C-476W and C-48W (along 0.8 miles of curves). These safety improvements include adding paved shoulders, installing raised pavement markers, installing edge line rumble strips, and other related safety improvements. The RFQ for design was advertised 1-15-16. Design is scheduled to begin in March 2016, and construction is scheduled to occur in FY 2018. This project is funded with FDOT Local Agency Program (LAP) funds. FDOT sent approval to proceed into design phase.	D	\$401,000
9	C-478 from US 301 to SR 471	This 5.5 miles of roadway is scheduled to be resurfaced once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant.	PL	\$750,000
10	South Buena Vista Boulevard	This roadway will be milled and resurfaced from the North Odell Circle/Bailey Trail roundabout to the South Odell Circle roundabout (9000'). This work is scheduled to occur once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant.	PL	\$750,000
11	CR 101 Improvements	To accommodate increased traffic volume, this project consists of matching the current curb and gutter section of roadway from the Villages of Parkwood to CR 104 (2640'); then transitioning to a typical rural section ending 3200' north of CR 104. Construction is scheduled to be done by the Capital Road Resurfacing Project contractor, C.W. Roberts, and to begin on May 11, 2016. Completion by September 30, 2016. To date, contractor has mobilized and is removing trees from right-of-way.	C	\$892,460
12	CR 219 between SR 44 and CR 238	This project involves the reconstructing and widening the existing two-lane CR 219 to include two 12' lanes, paved shoulders, and turn lanes at SR 44 and the future southernmost Pike 75 driveway. It also include the extension of a 12" potable water main to the north of the industrial park entrance. Design plans are at 90% and the project is expected to be advertised for bids by August 1, 2016.	D	\$70,000
13	CR 747 Widening	This project will widen CR 747 between C-48E and 1,200 feet south of C-48E, along the east side of CR 747. Turn lanes and access improvements are also included. Art Walker Construction is the recommended contractor for consideration at the April 26, 2016 BOCC meeting.	C	\$350,000
14	CR 525 Extension - Wade Industrial Park	The concept master plan of the industrial park and deed work is complete. Closing for the right-of-way donation will occur after execution of the contracts with Wade and Nelson that are on the April 26, 2016 agenda. The design includes the new CR 525E Extension, water line, and improvements on CR 514. Kimley Horn has the notice to proceed for design. Construction bidding is planned for August 31, 2016.	D	\$2,654,742
15	Capital Road Resurfacing 2016	This project involves resurfacing and other repairs to the County roads identified for improvement in 2016 as part of the County's pavement management program. Project was awarded to C.W. Roberts on 2/23/16. Construction is expected to begin May 11, 2016 and completed by September 30, 2016.	C	\$3,725,001
16	ITS Study	A Joint Participation Agreement (JPA) with FDOT was approved by the Board of County Commissioners on 1-12-16. A task order with Volkert & Associates for the performance of the study will be executed in January 2016. The study is expected to be completed by January 2017. Comparable ITS Systems being field reviewed on April 28, 2016, May 17, 2016 and July 2016.	PL	\$200,000
FUTURE PROJECTS				
A	CR 673 from CR 674 west to I-75	This 3.5 miles of roadway will be reconstructed, and paved shoulders will be added to the roadway. The scope of the work is being finalized, and funding of the construction through an FDOT grant is expected to occur in FY 2017.	FY 2017	\$2,032,000
B	C-48W Safety Improvements	C-48W from the Citrus County Line to CR 616 is a roadway safety upgrade project (adding 5' paved shoulders, audible edge line, and guardrail at the curves) approximately 7.5 miles in length. A public meeting was held on 4/16/2015 to discuss the 60% plans. 100% design plans were submitted to the County on 5/29/15. Construction is expected to begin in 2017, when FDOT grant funds are programmed.	FY 2017	\$450,000
C	C-472 @ US 301 Intersection	A final FDOT signalization study and roundabout alternatives analysis was submitted to the County from FDOT on 10/2/15. A roundabout is the preferred alternative, and is tentatively scheduled for construction in FY 2020-2021. As an interim safety measure, modified the median to a directional type and will modify US 301 to the North to accommodate U turns.	FY 2020	TBD
Saved as: S:\Public Works\Division-Admin\Project Update Reports Projects A, B, and C are future projects and not shown on the map.			B/P - Bid or Design Procurement C - Construction CD - Conceptual Design D - Design	PC - Post Construction PL - Planning TBD - To Be Determined WC - Waiting Construction

Minutes
Lake~Sumter Metropolitan Planning Organization
Technical Advisory Committee (TAC) Meeting

Wednesday, May 11, 2016
Regular Meeting, 1:30 p.m.

1616 South 14th Street
Leesburg, Florida 34748
Phone (352) 315-0170 – Fax (352) 315-0993

OPENING

Chairman Richard Baier called the meeting to order at 1:30 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Richard Baier, Chairman	Sumter County
Karl Holley	Sumter County
Kyle Mills	Sumter County/Transit
Denise Lee	City of Bushnell
Jim Hitt	City of Clermont
Kenneth Comia	City of Groveland
Dawn McDonald	City of Tavares
Vince Sandersfeld	City of Mount Dora
Melanie Peavy	City of Wildwood

Members Absent

Fred Schneider	Lake County
Tomika Monterville	Lake County/Transit
Stephen Cross	Town of Astatula
Tom Carrino	City of Eustis
Gary La Venia	City of Fruitland Park
Thad Carroll	Town of Lady Lake
DC Maudlin	City of Leesburg
Aaron Mercer	City of Umatilla

Staff Present

Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Doris LeMay	Executive Assistant
Pam Richmond	MPO Project Manager

Others Present

Vickie Wyche	FDOT
Noble Olasimbo	Lake County

I. REPORTS

- A. Florida Department of Transportation: Vickie Wyche provided updates and lane closures.
- B. Florida's Turnpike Enterprise –None
- C. Lake County Report – Provided in the agenda package.
- D. Sumter County Report – Richard Baier provided report.
- E. MPO Staff – TJ Fish and Mike Woods provided updates.
- F. TAC: Members Comments and Reports-

II. AGENDA UPDATE

I-75 Relief Task Force presentation moved to the June meeting.

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATIONS

- A. I-75 Relief Task Force
Moved to the June meeting.
- B. Central Florida Coast to Coast Connector Trail: South Sumter Connector Trail
Mike Woods provided a presentation on the feasibility study that has vetted potential alignments of the C2C Trail between the Van Fleet State Trail in Sumter County and the Withlacoochee State Trail and future Good Neighbor Trail in Hernando County.

V. ACTION ITEMS

- A. Appoint Vice-Chairman
With the recent departure of Chris Schmidt from Lake County, the TAC is now without a Vice Chairman. **Motion** was made by Kyle Mills to nominate Melanie Peavy to serve as Vice-Chairman of the TAC, seconded by Jim Hitt – **motion passed 8-0.**
- B. Approval of April 13, 2016 Meeting Minutes
Motion was made by Jim Hitt to approve the April 13, 2016 Meeting Minutes, seconded by Dawn McDonald – **motion passed 8-0.**
- C. Recommendation of Approval of Amendment of the 2015/16-2019/20 Transportation Improvement Program
Mike Woods provided a brief explanation of the Amendment of the 2015/16-2019/20 Transportation Improvement Program. Discussion Continued. **Motion** was made by Vince Sandersfeld to approve Amendment of the 2015/16-2019/20 Transportation Improvement Program, seconded by Karl Holley – **motion passed 8-0.**
- D. Recommend to Close Public Review Period May 25 and to Approve FY 2016/17 – 2020/21 Transportation Improvement Program
Mike Woods provided a brief update of FY 2016/17-2020/21 Transportation Improvement Program and recommended to Close Public Review Period May 25. Discussion continued. **Motion** was made by Karl Holley to approve the FY 2016/17 –

2020/21 Transportation Improvement Program and recommended to close Public Review Period, seconded by Jim Hitt – **motion passed 8-0.**

- E.** Recommend Approval of the Policy for the Complete Streets Program
Pam Richmond and Richard Baier provided a brief explanation of the Policy for the Complete Streets Program. Discussion continued. **Motion** was made by Jim Hitt to approve the Policy for the Complete Streets Program, seconded by Kyle Mills – **motion passed 8-0.**
- F.** Recommend Approval of Amendment to the Unified Planning Work Program
Mike Woods provided a brief update of the Amendment to the Unified Planning Work Program. Discussion Continued. **Motion** was made by Karl Holley to approve the Amendment to the Unified Planning Work Program, seconded by Jim Hitt **motion passed 8-0.**

VI. DISCUSSION ITEMS

- A.** Long Range Transportation Plan: Policy for Regional Trails
Mike Woods gave a brief update of the draft of the Regional Trails Policy. Discussion continued.
- B.** New MPO Location
Mike Woods provided a brief update of the new MPO location.

VII. PROJECT UPDATES

Mike Woods provided update of the Wekiva Trail project, Jim Hitt provided update on the City of Clermont and Richard Baier provided ITS update.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Richard Baier confirmed he will be attending the May 25, 2016 Governing Board meeting.

IX. ADJOURNMENT

Meeting adjourned at 2:20 p.m.

Richard Baier, Chairman

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2016-XX

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE CENTRAL FLORIDA METROPOLITAN PLANNING ORGANIZATION ALLIANCE (CFMPOA) INITIATIVE TO CREATE A PRIORITIZED LIST OF TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) ELIGIBLE PROJECTS

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Lake~Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition for the receipt of federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, Florida Statutes 339.175(8)(a) requires that the MPO is responsible for developing, annually, a list of project priorities ranking the transportation needs of the MPO area; and

WHEREAS, the Lake~Sumter MPO, by interlocal agreement, is a member of the Central Florida MPO Alliance, which includes the Ocala/Marion County Transportation Planning Organization (TPO), the River to Sea TPO, the Space Coast TPO, MetroPlan Orlando, and the Polk County TPO; and

WHEREAS, under Florida Statutes 339.2819 the Transportation Regional Incentive Program (TRIP) was created within the Department of Transportation for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation area; and

WHEREAS, in order for project to be eligible for TRIP funds, the project must serve national, statewide, or regional functions; be identified in a capital improvements element of a comprehensive plan; be consistent with the Strategic Intermodal System (SIS) Plan; and have committed matching funds; and

WHEREAS, on July 15, 2016 the Central Florida MPO Alliance will take action to develop a regional list of Transportation Regional Incentive Program (TRIP) eligible projects in the same way as the Regional List of Priority Project for SIS projects, regional trail projects and regional transit projects; and

WHEREAS, the Florida Department of Transportation (FDOT) will be requested to utilize the regional list as a guide to programming TRIP funds; and

WHEREAS, the MPO has developed a draft list of TRIP eligible projects (Exhibit A) for consideration by the Central Florida MPO Alliance to incorporated into and prioritize as part of the regional prioritized list of TRIP projects.

NOW, THEREFORE, BE IT RESOLVED the Lake~Sumter MPO:

1. Supports the Central Florida MPO Alliance initiative to create a prioritized list TRIP eligible projects; and
2. Approves the MPOs draft list of TRIP eligible projects and for the list to be submitted to the Central Florida MPO Alliance to be included in the regional prioritized list of TRIP projects.

DULY PASSED AND ADOPTED this _____ day of _____, 2016.

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney

Exhibit A

2016 Candidate Projects for the Transportation Regional Incentive Program (TRIP)

PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	PHASE	COST ESTIMATE
CR 466A PHASE PHASES 2 & 3 - Lake County	THE VILLAGES OF FRUITLAND PARK ENTRANCE	CENTURY AVE	WIDEN TO 4 LANES	CST	\$10.5 M
C-501 - Sumter County	C-468	C-470	WIDEN TO 4 LANES	PE	\$1.4 M
CITRUS GROVE ROAD (PHASE 1&2) - Lake County	US 27	N HANCOCK RD	WIDEN TO 4 LANES	ROW	\$20.2 M
C-468 - Sumter County	US 301	CR 505	WIDEN TO 4 LANES	CST	TBD
ROLLING ACRES ROAD - Lake County/Lady Lake	US 27/US441	CR 466	WIDEN TO 4 LANES	PE	\$882 K
ROUND LAKE ROAD EXTENSION/CR 439 - Lake County	LAKE/ORANGE CL	CR 44	NEW ALIGNMENT/ADD LANES	PE	\$450 K
CR 455 EXTENSION - Lake County	SR 50	HARTWOOD MARSH RD	WIDEN TO 4 LANES	PE	\$800 K
HARTWOOD MARSH RD - Lake County	SR 25 (US 27)	HANCOCK RD	WIDEN TO 4 LANES	ROW	\$2 M

CENTRAL FLORIDA MPO ALLIANCE
FY 2016-2017 SIS HIGHWAY PROJECTS FOR PRIORITIZATION
DRAFT

Priority	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	4269054	Ellis Rd Widening ¹	I-95 (John Rhodes Blvd)	Wickham Rd.	2.00	Widening 2 to 4 Lanes	ROW 2020-2023	CST	\$10,000,000	Space Coast TPO
2	4336521	I-75 Interchange Impr. at SR 40	SW 40th Avenue	---	1.25	Operations and capacity improvements	Design underway; ROW \$8M 2017/18-2018/19	CST	\$15,000,000	Ocala/Marion TPO
3a	2424847	I-4	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$324,270,000	MetroPlan
3b	2424848	I-4	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beachline Expy.	16.45	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$1,731,919,000	MetroPlan
4a	2425924	I-4	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$472,061,000	MetroPlan
4b	4084642	I-4	Volusia/Seminole Co. Line	SR 472	---	Ultimate Configuration for General Use & Managed Lanes	PE 2015/16	ROW/CST	\$469,736,000	River to Sea TPO
4c	2012103	I-4	W of US 27	W of CR 532 (Polk/Osceola Line)	---	Ultimate Configuration for General Use & Managed Lanes	PE 2015/16	ROW/CST	\$63,227,000	Polk TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen 2 to 4 lanes	ROW 2014/15	CST	\$40,000,000	River to Sea TPO
6	4371811 4074023 4074024	SR 528 (Turnpike) SR 528 ² SR 528 ²	W of I-95 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	4.30 3.70 5.10	Widen 4 to 6 lanes, New Indian River Bridge	PE PE PE	ROW/CST ROW/CST ROW/CST	\$91,271,658 \$421,924,750 \$269,405,898	Space Coast TPO
7	4289471	SR 40	Williamson Blvd.	Breakaway Trail	---	Widen 4 to 6 lanes	PD&E complete	ROW/CST	\$30,420,000	River to Sea TPO
8	2408371	SR 40	Cone Rd.	SR 11	---	Widen 2 to 4 lanes	ENV 2012/13	ROW/CST	\$43,800,000	River to Sea TPO
9	N/A	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ ROW/CST	\$25,000,000	Lake-Sumter MPO
10	2408361	SR 40	SR 11	SR 15	---	Widen 2 to 4 lanes	PE 2013/14 ENV 2014/15	ROW/CST	\$38,000,000	River to Sea TPO
11	410674-3	SR 40	CR 314	CR 314A	6.1	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	DES underway	ROW/CST	\$93,000,000	Ocala/Marion TPO
12	410674-4	SR 40	CR 314A	Levy Hammock Road	2.8	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	-	DES/ROW/CST	\$35,000,000	Ocala/Marion TPO

¹SIS Connector designation in FDOT Central Office for approval; ²Top priority segment of SR 528 widening between SR 524 and Port Canaveral; I-4 Ultimate Configuration is noted as a PPP project.

CENTRAL FLORIDA MPO ALLIANCE
SIS HIGHWAY PROJECTS FOR PRIORITIZATION
FUNDED FOR CONSTRUCTION

Old Priority #	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	2427152	I-95/I-4 Systems Interchange	---	---		Interchange upgrade	CST 2014/15	---	---	River to Sea TPO
3a	4269053	I-95/Ellis Road Interchange	---	---		New Interchange	CST 2016/17	---	---	Space Coast TPO
5	2384221	SR 25/US 27	Boggy Marsh Rd.	Lake Louisa Rd.	6.70	Widen to 6 lanes	CST 2015/16	---	---	Lake-Sumter
10	4106742	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	CST 2019/2020	---	---	Ocala/Marion TPO

NOTE: Although funded for construction, projects will continue to be shown until construction starts.

FY 2016-17 CFMPOA Regional Trail Priorities

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Priorities Programmed Through Construction							
Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	MPO
Seminole Volusia Gap	436434-1	Wayside Park (Seminole County)	Spring to Spring Trail (Volusia County)	0.8	Heart of Florida: Coast to Coast	CST \$1,379,067 in FY 2017/18	River to Sea/Metroplan Orlando
South Lake Trail Phase 3B	422570-3	SR 33 (Crittenden St.)	Silver Eagle Road	1.0	Heart of Florida: Coast to Coast	Update of PD&E Study and Design underway - ROW 2017-19, CST 2020	Lake-Sumter
Clarcona-Ocoee Trail		West Orange Trail	Clarcona-Ocoee Road	0.2	Heart of Florida; Coast-to-Coast	Design programmed for 2015; ROW programmed for 2018; Construction programmed for 2020	MetroPlan Orlando
Land Bridge Gap	436358-1	SR 200	SW 49th Ave Trailhead	5.2	Heart of Florida	Design/build - FY 2016	Ocala/Marion
Santos Gap	436291-1	SW 49th Ave Trailhead	Santos Trailhead	9.0	Heart of Florida	Design/build - FY 2016	Ocala/Marion
Silver Springs Gap	435486-1	SE 64th Ave Trailhead	Silver Springs State Park	6.0	Heart of Florida	Design - FY 2016, Construction - FY 2018	Ocala/Marion
Halifax River Greenway		Beville Road	Wilder Blvd	0.5	River-to-Sea; East Coast Greenway	Construction funded in FY 2014/15	River to Sea
Halifax River Greenway		Beach Street	Riverfront Park	0.2	River-to-Sea; East Coast Greenway	Construction funded in FY 2014/15	River to Sea
East Central FL Rail Trail; Garden St Pedestrian Overpass	424040-6	Canaveral Avenue	Draa Road	0.6	River-to-Sea; Coast-to-Coast	Construction funded in FY 2014/15	Space Coast
East Central FL Rail Trail	424040-4	Kingman Road	Volusia County Line	12.8	River-to-Sea; Coast-to-Coast	Construction funded in FY 2014/15	Space Coast
South Lake Trail Phase 4	435893-1	Van Fleet Trail	CR 565A (Villa City Rd.)	8.4	Heart of Florida; Coast-to-Coast	Design Phase underway; ROW 2018-21, CST 2022	Lake-Sumter
Pruitt Gap				9.5	Heart of Florida	Design - FY 2016, Construction - FY 2021	Ocala/Marion
East Central FL Rail Trail	4154348	Guise Road	Gobblers Lodge	3.5	Coast to Coast; St. Johns River to Sea Loop	Construction funded in FY 2018/19 - \$4,083,500	River to Sea
Halifax River Greenway - Beach Street	4361391	Wilder Blvd	Shady Place	0.5	Coast to Coast; ECGA	Construction funded in FY 2018/19 - \$462,378	River to Sea
Halifax River Greenway - Donnelly Place	438983-1	Shady Place	Bellevue Ave.	0.3	Coast to Coast; ECGA	Construction funded in FY 2017/18 - \$191,425	River to Sea

FY 2016-17 CFMPOA Regional Trail Priorities

DRAFT

Space Coast Trail	426187-1 436187-2	Canaveral Avenue	W. Max Brewer Bridge	1.9	River to Sea; Coast-to-Coast; East Coast Greenway	Downtown connector/ ECFRR1 to MINWR; Feasibility Study FY 2014/15 \$160,124; Construction FY 2020/21 \$1,707,000 but City of Titusville will build with local \$ in FY 2016/17; Fully funded through construction by City of Titusville	Space Coast
South Lake Trail Phase 3B		Silver Eagle	SR 33 (Crittengen St.)	2.1	Heart of Florida; Coast-to-Coast	ROW \$4.73 million CST \$2.0 million	Lake-Sumter

Total Mileage of Priorities Programmed	60.4
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FY 2016-17 CFMPOA Regional Trail Priorities

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Ranked Priorities

Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	SUNTrail Tier	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)
1	Space Coast Trail	437343-1	Max Brewer Bridge East end	Merritt Island National Wildlife Refuge Entrance	1.9	River to Sea; Coast-to-Coast; East Coast Greenway	1	Downtown connector/ ECFRRT to MINWR; Feasibility Study FY 2014/15 \$160,124; Partial Design FY 2016/17	Partially funded through construction with FDOT resurfacing project	\$800,000
2	Spring to Spring Trail, Seg. 3a		Detroit Terrace	US 17/92	4.9	Heart of Florida; River to Sea	2	Design in FY 2017/18 - \$328,270	Construction	\$3,010,000
3A	Space Coast Trail	437093-1	Playalinda Rd West End / MINWR Entrance	Playalinda Rd East End	10.5	River to Sea; Coast-to-Coast; East Coast Greenway	1	\$450,000 PD&E FY 2015/16; \$802,660 Design FY 2017/18	Construction	\$10,500,000
3B	Space Coast Trail		Playalinda Road	US 1 (Volusia County)	12.9	River to Sea; East Coast Greenway	2		Construction	\$12,900,000
4	Silver Springs to Mount Dora		SE 64th Ave Trailhead	CR 42	16.6	Heart of Florida; Mt. Dora Bikeway	3	Trail in Marion County will be on existing public lands.	Design and construction	\$7,300,000
5	Pine Hills Trail Phase 3	436433-1	Clarcona-Ocoee Rd.	Seminole County Line	3.0	Heart of Florida; Coast-to-Coast	1	ROW and Design needed	\$1,090,000 for PD&E & design for 2014/15 from 2014 special allocation	\$9,948,000
6	South Sumter Connector	435471-1	Withlacoochee Trail	Van Fleet Trail	19.5	Heart of Florida; Coast-to-Coast	1	PD&E programmed for 2017, Design 2019	CST projected for 2023	\$16,705,923
7	West Orange Trail Phase 5a		Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	None	ROW and design needed		\$7,800,000
8	South Lake Trail Phase 3C	427056-1	CR 565A (Villa City Rd.)	SR 33 (Crittenden St.)	1.1	Heart of Florida; Coast-to-Coast	1	Design Underway	ROW and CST - * tied to SR 50 Realignment	\$20,000,000

FY 2016-17 CFMPOA Regional Trail Priorities

DRAFT

9	Space Coast Loop		US 1	Aurantia Rd/ECFRRT	9.4	River to Sea	2	North connector ECFRRT/KSC loop; no ROW or PD&E needed		\$3,200,000
10	Neighborhood Lakes Trail		Kelly Park	CR 435 in Orange Co.	3.7	Heart of Florida; Mt. Dora Bikeway	None	ROW and design needed		\$1,300,000
11	Wekiva Trail Segment 1		Tremain St.	CR 437	7.1	Heart of Florida; Mt. Dora Bikeway	None	PD&E Underway/ Design Funded in 2016	Design \$505,000, ROW \$5,000,000, CST \$4,000,000	\$9,000,505
12	Wekiva Trail Segment 2		CR 437	Red Tail Blvd.	2.7	Heart of Florida; Mt. Dora Bikeway	None	PD&E Underway/ Design Funded in 2016	Design \$155,000, ROW \$1,000,000, CST \$750,000	\$1,750,155
13	West Orange Trail Phase 5b		Rock Springs Road	Wekiva Springs SP entrance	2.8	Heart of Florida; Mt. Dora Bikeway	None	ROW and design needed	Spur off Heart-of- Florida loop to Wekiva State Park entrance	\$5,200,000
14	Clarcona-Ocoee Trail	436435-1	Pine Hills Trail	Hiawasse Road	1.5	Heart of Florida; Coast- to-Coast	1	Widening existing sidewalk to shared use path standards; ROW and design needed	\$530,000 for PD&E & design for 2014/15 from 2014 special allocation	\$4,371,600
Unranked	Black Bear Scenic Trail		Volusia County Line	Marion County Line	7.7	Heart of Florida	3	PD&E Funded in FY2020	Design, ROW & CST Phases needed	\$6,500,000
Unranked	Black Bear Scenic Trail		Volusia County Line	US 17	6.4	Heart of Florida	3	Study completed	Design, ROW & CST Phases needed	\$5,381,630
Unranked	Black Bear Scenic Trail	436360-1	Levy Hammock Road	Lake County Line	13.6	Heart of Florida	3	PD&E Funded in FY2020	Design, ROW & CST Phases needed	\$13,600,000
Unranked	East Coast Greenway/SR 528	407402-3	SR 524	SR 3	3.7	East Coast Greenway	3	Design funded in FY 2016/17 as part of two widening/ reconstruction design projects	CST phase needed in same FY as road widening/reconstruc tion of roadway	\$3,720,000
Unranked	East Coast Greenway/SR 528	407402-4	SR3	Port Canaveral	5.1	East Coast Greenway	3			\$5,090,000
Unranked	East Coast Greenway/US 1		SR 50	Grace Street	3.1	East Coast Greenway	3	Feasibility Study complete; FDOT corridor so no ROW needed	\$523,000 Design, \$3,100,000 CST Phases needed	\$3,623,000
Unranked	Lake Yale Loop Trail		Sabal Bluff Preserve	Marion County Line	11.7	Mt. Dora Bikeway	None	Study completed	Design, ROW & CST Phases needed	\$8,782,000
Unranked	Sabal Bluff Connector		Tav-Lee Trail	Sabal Bluff Preserve	0.5	Mt. Dora Bikeway	None	Study completed	Design, ROW & CST Phases needed	\$375,000

FY 2016-17 CFMPOA Regional Trail Priorities

DRAFT

Unranked	Shingle Creek Trail	430225-1	Orange/Osceola Co. Line	US 192	5.0		3	Some segments completed; some programmed.	Alignment, design, ROW & CST	
Unranked	Shingle Creek Trail	430225-7	US 192	Kissimmee Lakefront Park	6.6		3	Some segments completed; some programmed.	Design, ROW & CST	
Unranked	Shingle Creek Trail	430225-2	Central Florida Parkway	Orange/Osceola Co. Line	4.8		3		Design, ROW & CST	\$8,300,000
Unranked	Space Coast Trail/US 1		SR 50	Grace Street	3.1	East Coast Greenway	3	Feasibility Study complete	Design, CST Phases needed	\$3,700,000
Unranked	Tav-Dora Trail		Tremain St	Wooten Park	8.3	Mt. Dora Bikeway	None	Study completed	Design, ROW & CST Phases needed	\$4,500,000
Unranked	Tav-Lee Trail Phase 2		Lakes Blvd.	Sleepy Hollow	3.9	Mt. Dora Bikeway	None	Study completed	Design, ROW & CST Phases needed	\$2,902,000
Unranked	US 17 Trail		Ponce DeLeon Blvd	SR 40	6.4	Heart of Florida; River-to-Sea	2	Design funded in FY 2014/15 & ROW funded in FY 2015/16 through 2019/20	To be constructed as part of road widening project	
					Total Mileage of Priorities Programmed Through Construction	60.4			Total Priorities Programmed Through Construction	NA
					Total Mileage of Ranked Priorities	191.6			Total Estimated Remaining Costs of Ranked Priorities	\$180,259,813
					Total Mileage of All Priorities	252.0				

FY 2016-17 CFMPOA Regional Trail Priorities

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Programmed Projects								
MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length	Notes
Lake-Sumter	South Lake Trail Phase 3A	West Beach, Clermont	Silver Eagle	Heart of Florida; Coast-to-Coast	Construction underway	\$2,800,000	3.10	Dec. 2014 completion date
Lake-Sumter	Tav-Lee Trail Extension	Wooten Park	Sinclair Ave.	Heart of Florida; Mt. Dora Bikeway	Programmed for CST 2017	\$659,198	1.00	Shovel ready
MetroPlan Orlando	Seminole-Wekiva Trail Phase 4	SR 436	Orange Co. line	Heart of Florida; Coast-to-Coast	Programmed for construction 9/2013	\$2,500,000	2.60	
Space Coast	East Central Regional Rail Trail	Draa Road	Kingman Road	River to Sea; Coast-to-Coast	Programmed for construction in 2013	\$1,500,000	1.4	Includes trailhead
Space Coast	East Central Regional Rail Trail	Glenn Road	Kingman Road	River to Sea; Coast-to-Coast	Programmed for construction in 2014	\$838,522	3.70	off road trail
Space Coast	East Central Regional Rail Trail	Draa Road	Canaveral Avenue	River to Sea; Coast-to-Coast	Programmed for construction in 2014	\$3,005,000	0.60	Includes overpass
River to Sea	Spring to Spring Trail, Seg. 3b	French Avenue	Detroit Terrace	River to Sea	Design/build contract approved by Volusia County Council on April 3, 2014	\$3,059,000	2.40	
River to Sea	East Central Regional Rail Trail	South of SR 442	Brevard Co. Line	River to Sea; Coast-to-Coast	Programmed for construction in 2015 & 2016	\$7,129,000	13.50	Includes \$3,700,000 in local funds.
River to Sea	East Central Regional Rail Trail	West side of SR 415	East side of SR 415	River to Sea; Coast-to-Coast	Construction underway	\$1,965,000	0.12	Overpass
River to Sea	East Central Regional Rail Trail	South side of SR 442	North side of SR 442	River to Sea; Coast-to-Coast	Construction underway	\$2,159,500	0.12	Overpass
River to Sea	East Central Regional Rail Trail	South side of SR 442	Dale Ave.	River to Sea; Coast-to-Coast	Advertised for construction	\$2,234,655	3.80	
River to Sea	East Central Regional Rail Trail	SR 415	Guise Road	River to Sea; Coast-to-Coast	Advertised for construction	\$1,390,000	2.58	
Lake-Sumter	Neighborhood Lakes Trail	SR 46	Orange Co. line	Heart of Florida; Mt. Dora Bikeway	PD&E Underway; design funded in 2014/15; ROW acquired, CST funded in 2018	\$2,547,160	2.20	Design \$247,160 (2015), CST \$2,300,000 (2018)
Ocala/Marion	Pruitt Trailhead Connection	Bridges Road	SR 200	Heart of Florida	Programmed for design/build in FY 2015	\$5,000,000	8.00	
River to Sea	East Central Regional Rail Trail	Gobblers Lodge	Maytown Spur	River to Sea; Coast-to-Coast	Programmed for construction in FY 2014/15	\$5,576,987	6.50	
River to Sea	East Central Regional Rail Trail	Guise Road	Gobblers Lodge	River to Sea; Coast-to-Coast	ROW underway; Programmed for construction in FY 2018/19	\$4,539,000	3.50	
Lake-Sumter	Wekiva Trail Segment 3	Red Tail Blvd.	Wekiva River	Heart of Florida; Mt. Dora Bikeway	Design underway	\$1,600,000	6.90	CST as part of Wekiva Parkway Segment 6 in 2017, ROW acquired
MetroPlan Orlando	Rinehart Road Path	CR 46A	SR 46	Heart of Florida; Coast-to-Coast	ROW acquired; design/build	\$554,000	0.88	
Total Programmed						\$49,057,022	62.9	



2017

Regional Transit Priorities

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Proposed transit priorities are focused on high capacity rail or bus projects requiring a significant investment of federal, state and local funds. These are shown in three tiers: (1) projects currently underway; (2) prospective projects currently being studied; and (3) future projects that will be studied. Privately-funded projects are shown for information purposes.

Transit Projects Currently Underway

- SunRail - Phase II North (DeBary-Deland)

Prospective Transit Projects Currently Being Studied or in Development

- SunRail - Phase III (Meadow Wood Station to OIA)
- OIA Refresh Alternatives Analysis
- US 192 Bus Rapid Transit
- SR 50 Bus Rapid Transit
- Lymmo Expansion (North/South)
- Volusia Transit Connector Study
- Prospective Brightline Brevard Station Study

Future Transit Projects That Will Be Studied

- East Central Florida Corridor Task Force Transit Study (Orange-Brevard)

Privately-Funded Transit Projects

- Brightline (Orlando-West Palm Beach-Ft. Lauderdale-Miami)
- EMMI/AMT (Orange County Convention Center to Orlando International Airport)



POLICY 2016-2

Governing Document of Funding Sources Received by the Lake~Sumter MPO

The purpose of this policy is to detail the purpose, objectives and allowable expenditures of each funding source utilized by the MPO. The MPO's funding sources include grant funds, local funds and private funds. The utilization of grant funds is subject to applicable laws, rules and applicable agreements. The utilization of local funds is subject to interlocal agreements and to this policy.

GRANT FUNDS

2 CFR § 200.403 Factors affecting allowability of costs

Except where otherwise authorized by statute, costs must meet the following general criteria in order to be allowable under Federal awards:

- (a) Be necessary and reasonable for the performance of the Federal award and be allocable thereto under these principles.
- (b) Conform to any limitations or exclusions set forth in these principles or in the Federal award as to types or amount of cost items.
- (c) Be consistent with policies and procedures that apply uniformly to both federally-financed and other activities of the non-Federal entity.
- (d) Be accorded consistent treatment. A cost may not be assigned to a Federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost.
- (e) Be determined in accordance with generally accepted accounting principles (GAAP), except, for state and local governments and Indian tribes only, as otherwise provided for in this part.
- (f) Not be included as a cost or used to meet cost sharing or matching requirements of any other federally-financed program in either the current or a prior period. See also § 200.306 Cost sharing or matching paragraph (b).
- (g) Be adequately documented. See also §§ 200.300 Statutory and national policy requirements through 200.309 Period of performance of this part.

Federal Highway Administration PL Metropolitan Planning Funds

Purpose

The purpose of Metropolitan Planning Funds is to carry out the requirements of 23 U.S.C. 134 and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. The funds are subject to applicable agreements and must be reflected in the MPO's Unified Planning Work Program (UPWP) in order for the MPO to receive reimbursement.

Objectives

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Eligible activities include conducting inventories of existing routes to determine their physical condition and capacity, determining the types and volumes of vehicles using these routes, predicting the level and location of future population, employment, and economic growth, and using such information to determine current and future transportation needs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a transportation improvement program (TIP) for the area. Both the plan and the TIP must be fiscally constrained. The TIP also must be prioritized, and consistent with the transportation plan, and must include all projects in the metropolitan area that are proposed for funding with either Title 23 or Federal Transit Act (Title 49, U.S.C., Chapter 53) money.

Types of Expenditures Allowed

Eligible work elements or activities for PL Funds include, but are not limited to:

- 1) Studies relating to management, planning, operations, capital requirements, and economic feasibility;
- 2) Evaluation of previously funded projects;
- 3) Peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analysis among MPOs and other transportation planners;
- 4) Work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment. This includes the planning for "livability" features such as improved pedestrian and bicycle access to the station and shops and community services in the station area, incorporating arts and artistic design in stations and surrounding areas, and other improvements that enhance the usability and community-friendliness of the transit system environment;
- 5) Systems planning and corridor-level alternative analysis;
- 6) Development of 20-year transportation plans, short-range transportation improvement programs (TIPs), and UPWPs;
- 7) Safety, security, and emergency transportation and evacuation planning;

- 8) Coordinated public transit human services transportation planning;
- 9) Transportation and air quality planning and conformity analysis;
- 10) Public participation in transportation planning;
- 11) Multimodal facilities planning;
- 12) Plan, engineer, design, and evaluate a public transportation project;
- 13) Computer hardware and software needed to support planning work; and
- 14) Participation in educational programs for technical staff, as well as executive and board leadership.

The MPO may use its own staff, contract with the State, or enter into third party contracts to carry out planning work elements and activities, on the condition that each third party contract complies with the requirements imposed on States by Department of Transportation (DOT) regulations, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments," (common grant management rule) at 49 CFR Part 18, and the current version of FTA Circular 4220.1, "Third Party Contracting Requirements" and any revisions to the requirements.

Federal Transit Administration 5305(d) Metropolitan Planning Program Funds

Purpose

Per 49 U.S.C. 5303, 5304, 5305, these programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. The Metropolitan Planning Program (MPP) Funds are provided to MPOs for activities that support multimodal system planning. The funds are subject to applicable agreements and must be reflected in the MPO's UPWP in order for the MPO to receive reimbursement.

Objectives

Funds are available for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

Types of Expenditures Allowed

The MPO must use its MPP assistance to support work elements and activities resulting in balanced and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes, without regard to the programmatic source of Federal assistance.

Eligible work elements or activities for MPP Funds include, but are not limited to:

- 1) Studies relating to management, planning, operations, capital requirements, and economic feasibility;
- 2) Evaluation of previously funded projects;
- 3) Peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analysis among MPOs and other transportation planners;
- 4) Work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment. This includes the planning for "livability" features such as improved pedestrian and bicycle access to the station and shops and community services in the station area, incorporating arts and artistic design in stations and surrounding areas, and other improvements that enhance the usability and community-friendliness of the transit system environment;
- 5) Systems planning and corridor-level alternative analysis;
- 6) Development of 20-year transportation plans, short-range transportation improvement programs (TIPs), and UPWPs;
- 7) Safety, security, and emergency transportation and evacuation planning;
- 8) Coordinated public transit human services transportation planning;
- 9) Transportation and air quality planning and conformity analysis;
- 10) Public participation in transportation planning;
- 11) Multimodal facilities planning;
- 12) Plan, engineer, design, and evaluate a public transportation project;
- 13) Computer hardware and software needed to support planning work; and
- 14) Participation in educational programs for technical staff, as well as executive and board leadership.

The cost of certain influencing activities associated with obtaining grants, contracts, cooperative agreements, or loans is not eligible for reimbursement under the MPP. The Common Rule, "New Restrictions on Lobbying" published in the Federal Register (55 FR 6736, Feb. 26, 1990), including definitions, and the Office of Management and Budget (OMB) "Government-wide Guidance for New Restrictions," govern lobbying with respect to certain grants, contracts, cooperative agreements, and loans.

The MPO may use its own staff, contract with the State, or enter into third party contracts to carry out planning work elements and activities, on the condition that each

third party contract complies with the requirements imposed on States by Department of Transportation (DOT) regulations, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments," (common grant management rule) at 49 CFR Part 18, and the current version of FTA Circular 4220.1, "Third Party Contracting Requirements" and any revisions to the requirements.

State of Florida Commission for the Transportation Disadvantaged Grants

Purpose

The Commission for the Transportation Disadvantaged provides funds to the MPO for the purpose of local transportation disadvantaged planning and providing staff support to the Sumter County and the Lake County Transportation Disadvantaged Coordinating Boards. The funds are subject to applicable agreements and must be reflected in the MPO's UPWP in order to receive reimbursement.

Objectives

The objective is to provide funds for accomplishing the duties and responsibilities of the MPO in accordance with laws, rules, and the policies and procedures of the commission for the Transportation Disadvantaged and the Department. Each grant is a performance-based grant. The following are the required activities in order for the MPO to receive funding.

- 1) Jointly develop and annually update the Transportation Disadvantaged Service plan with the community transportation coordinator and the local coordinating board.
- 2) When necessary and in cooperation with the local coordinating board, solicit and recommend a CTC
- 3) Provide staff support to the local coordinating board in conducting an annual evaluation of the CTC
- 4) Organize and provide staff support and related resources for at least (4) meetings per year, one during each quarter.
- 5) Provide one public hearing annually
- 6) Develop and annually update bylaws
- 7) Develop, annually update and implement local coordinating board grievance procedures
- 8) Review and comment on Annual Operating Report for submittal to the coordinating board and forward comments to the Commission for TD
- 9) Research and complete the Actual Expenditure Report for direct federal and local government transportation funds to the Commission for the TD
- 10) Develop and provide local coordinating board with quarterly progress reports
- 11) Attend at least one Commission sponsored training annually

Types of Expenditures Allowed

Staffing costs or consultant costs necessary to fulfill the requirements of the performance-based Transportation Disadvantaged grants.

Additional State and Federal Planning Funds

Purpose

In addition to the planning grants received by the MPO, the FDOT routinely provides additional planning funds to conduct transportation planning activities that would otherwise not be accomplished without the additional funding. The funds may be federal funds or state funds, with applicable requirements for the use of funds. The funds are subject to applicable agreements and must be reflected in the MPO's UPWP in order to receive reimbursement.

Objectives

To utilize additional federal or state planning funds to accomplish additional planning activities that would otherwise not be financially feasible. The activities addressed with these funds may include but are not limited to supporting local governments through the preparation of FDOT Project Information Applications and the management of various studies including project development and environment studies, feasibility studies, corridor studies, management and operation studies, intelligent transportation studies, and complete streets studies.

Allowable expenditures

Consultant costs to accomplish planning activities prescribed in the UPWP.

NON-GRANT FUNDS

Transportation Management System

Purpose

The Transportation Management System was created by interlocal agreement among the MPO and the member local governments within the two-county MPO Area. The TMS became effective January 1, 2007. The participating member local governments of the MPO provide local funds in addition to the grant funds received from federal and state sources in order to expand the staffing capacity of the MPO so that additional transportation planning services may be provided by the MPO on behalf of member local governments. Per the interlocal agreement, the MPO annually approves a TMS Budget by March 31 of each year. The annual budget is proactively approved by the MPO

Objectives

TMS funding is utilized to provide additional transportation planning services beyond the core mission requirements of the MPO. Without the additional local funding for the TMS, the staff capacity of the MPO would be limited and TMS services would be reduced or unavailable.

TMS services are directly related to transportation planning and the activities are also eligible for grant reimbursement. TMS activities are typically charged to the TMS fund. If a TMS activity is charged to the TMS fund, the activity would not be submitted for grant reimbursement. If a TMS activity is submitted for grant reimbursement, the activity would not be charged to the TMS fund.

The TMS fund was established in order to create up to two full time equivalent professional positions. TMS services include but are not limited to: traffic count data collection, traffic count analysis, crash data collection, crash data analysis, review of traffic impact analyses, review of comprehensive plans, and review of comprehensive plan amendments.

Types of Expenditures Allowed

TMS funds may be utilized to cover expenditures related to TMS activities. TMS funds may be expended on consultant costs and staffing costs, including salary and benefit costs.

Geographic Information Systems Services

Purpose

To provide member local governments with on-demand GIS services that supersede the grant-eligible transportation planning requirements of the MPO. Services are provided at a rate established by interlocal agreement with the local government. Services are billed at an hourly rate and the funds received by the MPO are to cover the staffing costs associated with the services provided. Staff time to provide GIS services per the interlocal governments shall not be charged to grant funding sources.

Objectives

In order to provide member local governments who desire to utilize the MPO for GIS services a cost-effective option to receive GIS services. GIS services are an ad-value option provided by the MPO as a cost-effective option for local governments which do not have staff or consultant resources for GIS services. The types of GIS services included under this program are non-transportation-related and thus the staffing costs are not eligible for grant reimbursement.

Types of Expenditures Allowed

Allowed expenditures include GIS staffing costs, including salary and benefits, and GIS licensing costs.

Pavement Management Services

Purpose

To provide member local governments with on-demand pavement management services that supersede the grant-eligible transportation planning requirements of the MPO. Services are provided at a rate established by interlocal agreement with the local government. Interlocal agreements will stipulate the amount to be charged for contracted consultant services and for the costs of the estimated number of billable staff hours to be charged for administration of each pavement management contract. The funds received by the MPO are to cover the staffing costs associated with the services provided. Staff time to provide pavement management services per the interlocal governments will not be charged to grant funding sources.

Objectives

In order to provide member local governments who desire to utilize the MPO for pavement management services a cost-effective option to receive pavement management services. Pavement management services are an ad-value option provided by the MPO as a cost-effective option for local governments which do not have staff or consultant resources for pavement management services. The staffing costs of pavement management services included under this program are not eligible for grant reimbursement.

Types of Expenditures Allowed

Funds collected per interlocal agreements with local governments are to cover the costs of contracted consultant services and to cover the costs of staff time expended managing pavement management services.

Annual Horizon Awards Dinner

Purpose

To recognize quality transportation planning and construction projects and to recognize leadership on transportation issues. With the annual awards dinner event not eligible for grant reimbursement, the event is funded through ticket sales and through sponsorship funds provided by businesses and MPO members.

Objectives

In order to cover the costs associated with this non-grant-eligible annual event, tickets are sold and sponsorships are offered. The ticket price for the event is to cover the costs of the dinner and facility rental. Sponsorship funds are to cover any expenses related to the event.

Types of Expenditures Allowed

Allowable expenses are to be related to the annual Horizon Awards Dinner. Allowable expenditures include but are not limited to staff time expended to plan for and execute the event, awards costs, entertainment costs, photography or videography costs, and decorations. If all costs for the event are fully covered, remaining funds may be considered for discretionary purposes. Approval by the Governing Board is required for discretionary expenditures.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



POLICY 2016-4

REGIONAL TRAILS POLICY

1. POLICY OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for regional trail users of all ages and abilities, including pedestrians and bicyclists, by planning a network of regional trails. This objective is consistent with regional transportation goals and visions set forth in TRANSPORTATION 2040, the MPO's long range transportation plan.

2. BACKGROUND:

Trails contribute to a community by providing people of all ages with an attractive, safe, and accessible place for recreation and transportation. The ultimate goal of a trail is to connect people to destinations.

Regional Trails are characterized by their interconnection to regional destinations and other statewide trails including the SUNTrail statewide network and trails identified in Florida Department of Transportation (FDEP), Office of Greenways & Trails, *Land Trail Opportunity Map* and the *Lake County Trails Masterplan*. In addition to their ability to provide long distances of travel for recreational users by connecting major trail systems, these trails connect communities to destinations, such as schools, parks and downtown areas. They are considered the backbone of larger statewide trail systems. Regional Trails are designed as "showcase" community assets to attract users from throughout the state, the country, and the globe.

Regional trails are restricted to non-motorized modes of transportation and intended for a variety of user types to share. Typical uses include recreational and commuter purposes such as bicycling, in-line skating, roller skating, pet walking, pedestrians, exercising, nature walks, etc. The most common trail would be an asphalt or concrete surface of 12-

14 feet in width with travel in both directions. Regional Trails are expected to connect regionally significant destinations or trail systems and to provide trailheads, rest stops, wayfinding and an overall user experience of the surrounding environment.

3. DEFINITION:

The MPO's definition of a regional trail is a trail that is separated from motor vehicle traffic and serves transportation, recreation, and health purposes for non-motorized transportation. Trails are regional in nature when they connect communities and serve the region as a whole. These trails are commonly called shared-use paths, multi-use paths, or bike paths and all have a paved surface. Regional trails are intended to be universally accessible for all users. Hiking and mountain biking trails are not considered regional trails in this plan because they do not serve a significant transportation purpose and are less accessible. A regional trail would provide non-motorized access to hiking and mountain biking trails, serving as a backbone to a larger trails network. Regional trails also provide non-motorized access to community centers and other developed areas as well as open space and other trails.

4. MPO GOALS:

- 1) Provide a foundation to advance the regional and statewide trail network in the MPO planning area and identifies sources of funding.
- 2) Establish clear priorities for coordinating, directing and focusing resources.
- 3) Advance a framework for systematically "closing gaps" and connecting priority corridors within the MPO planning area to establish a fully connected and integrated regional trail network.
- 4) Support linkages between policy and complementary state and regional trail policy and planning efforts.
- 5) Develop consensus on priorities for regional trails development.
- 6) Act as an information clearinghouse for regional trails stakeholders.
- 7) Promote awareness of existing and developing trails.

5. POLICY:

The MPO will promote the Regional Trail Network throughout the region and recommends that all member governments adopt Regional Trail policies consistent with this policy. The

MPO will seek incorporation of the Regional Trail Network and the Regional Trail Policy into the development of all transportation projects when applicable.

6. CRITERIA:

The following categories of Trails are considered Regional Trails and are eligible for funding under the Regional Trails Policy for the Lake~Sumter MPO.

1. SUNTrail

SUNTrail eligible funding projects as identified in 339.81, F.S., and depicted on the SUNTrail Network Map in or adjacent to the Lake~Sumter MPO Planning Area.

- a. Coast to Coast Connector Trail
- b. Heart of Florida Loop Trail
- c. St. Johns River to Sea Loop Trail

2. Trails on the FDEP Office of Greenways & Trails Land Trails Opportunity Map

The Land Trails Opportunity Map represents the existing, planned and conceptual non-motorized trails that form a land-based trail network of state and regional importance. This map is a synthesis of trail planning efforts being conducted by cities, counties, transportation planning organizations and other agencies and non-profits throughout Florida. This map does not include all existing, proposed and conceptual trails in Florida, but focuses on linear trails of state and regional significance to form a comprehensive connected system. The Land Trails Opportunity Map is the state companion to community greenways and trails and bicycle and pedestrian master plans, and encompasses a combination of multiple and single-use trails to accommodate uses such as: walking, hiking, bicycling, mountain biking, horseback riding, skating and wildlife viewing.

3. Lake County Trails Masterplan

The Lake County Trails Masterplan was developed with the intent of providing, not only a long-term vision, but bringing that vision into short-term focus with a realistic and practical approach to connectivity between schools, parks, neighborhoods, town centers, libraries, and the surrounding counties. The Masterplan identified 322 miles of shared-use trails, both regional and local trails, developed design standards, and created an implementation plan for the next 20 years. This plan serves as a guide to the location, design, prioritization, implementation, and maintenance of a comprehensive trail network within Lake County. The masterplan also provide the information needed by federal, state,

county, municipal, and private stakeholders to preserve right-of-way and focus the funding necessary to implement the trail network. The identified Regional Trail Network in the 2008 Lake County Trails Masterplan, are listed below:

- a. Sugar Loaf Mountain Trail
- b. South Lake Trail
- c. Lake-Wekiva Trail
- d. Tav-Lee Trail
- e. Tav-Dora Trail
- f. North Lake Trail
- g. Lake Denham Trail
- h. Gardenia Trail
- i. Leesburg To Wildwood Trail
- j. Southlake - Citrus Ridge Trail
- k. West Lake Trail
- l. Black Bear Scenic Trail
- m. Van Fleet Trail

7. REQUIREMENTS

- 1) Project sponsors must complete and submit a Project Information Application and Maintenance Agreement covering the long-term operation and maintenance of the trail facility.
- 2) Each project shall use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Florida Department of Transportation and the US Department of Transportation.
- 3) Designs shall accommodate all users and shall be sensitive to the context of the project category, i.e. SUNTrail network, Office of Greenways & Trails Land Trails Opportunity Network and the Lake County Trails Masterplan regional trail design standards.
- 4) The project sponsor shall provide the local transit agency the opportunity to participate throughout the entire process and require the involvement of the local transit agency in the design process to ensure sufficient accommodation of transit users and access to transit facilities.

8. APPEALS

When a member government is not in agreement with the MPO's decision regarding Regional Trails in projects subject to the Transportation Improvement Program Selection

Process, the jurisdiction may introduce a formal appeal by means of a resolution adopted by their local governing body. The resolution must be submitted to the MPO and proceed through the established transportation planning process. As such, the resolution will be subject to review and comment by the Technical Advisory Committee, the Citizens' Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board, after considering comments from the other three committees, will make the final decision on the appeal.

9. IMPLEMENTATION

Upon approval and adoption of this Regional Trail policy, it will become part of MPO's planning process and the project selection process for state and federal funding. The principles of this policy will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this policy in accordance with the requirements of the plan at adoption. A list of Regional Trail projects meeting the requirements of this policy will also be included in the amendment of TRANSPORTATION 2040. Also, the List of Priority Projects will be amended as necessary in order to seek funding for projects as the result of the completion of and Regional Trail Project Information Application and a resolution of support by the local elected body.

10. EVALUATION

The MPO, at a minimum, will evaluate this policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Regional Trail Policy, including the development of and approval of prioritization criteria and design guidance.

Policy Approved on: _____

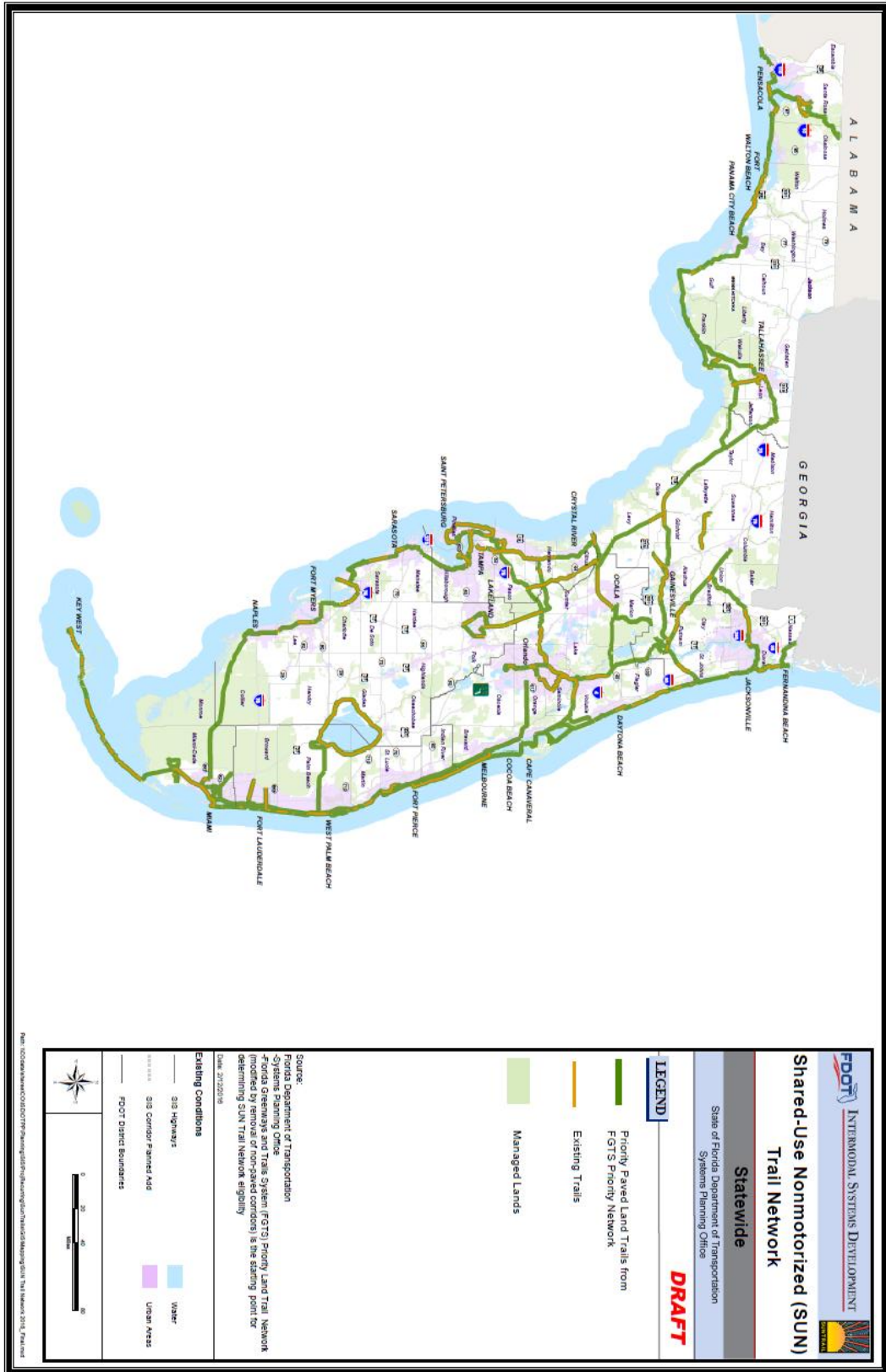
Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

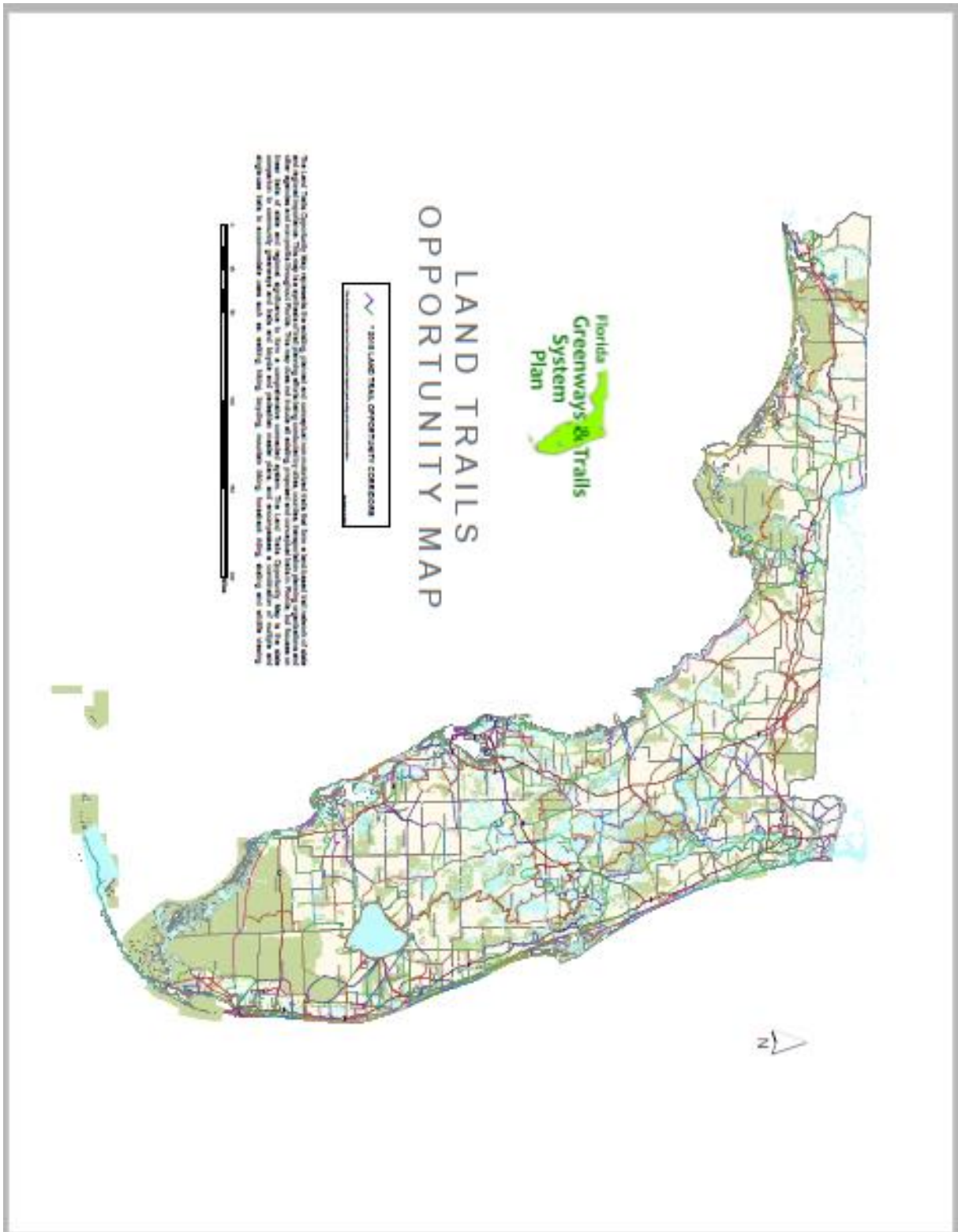
Approved as to form and legality:

Melanie Marsh, MPO Attorney

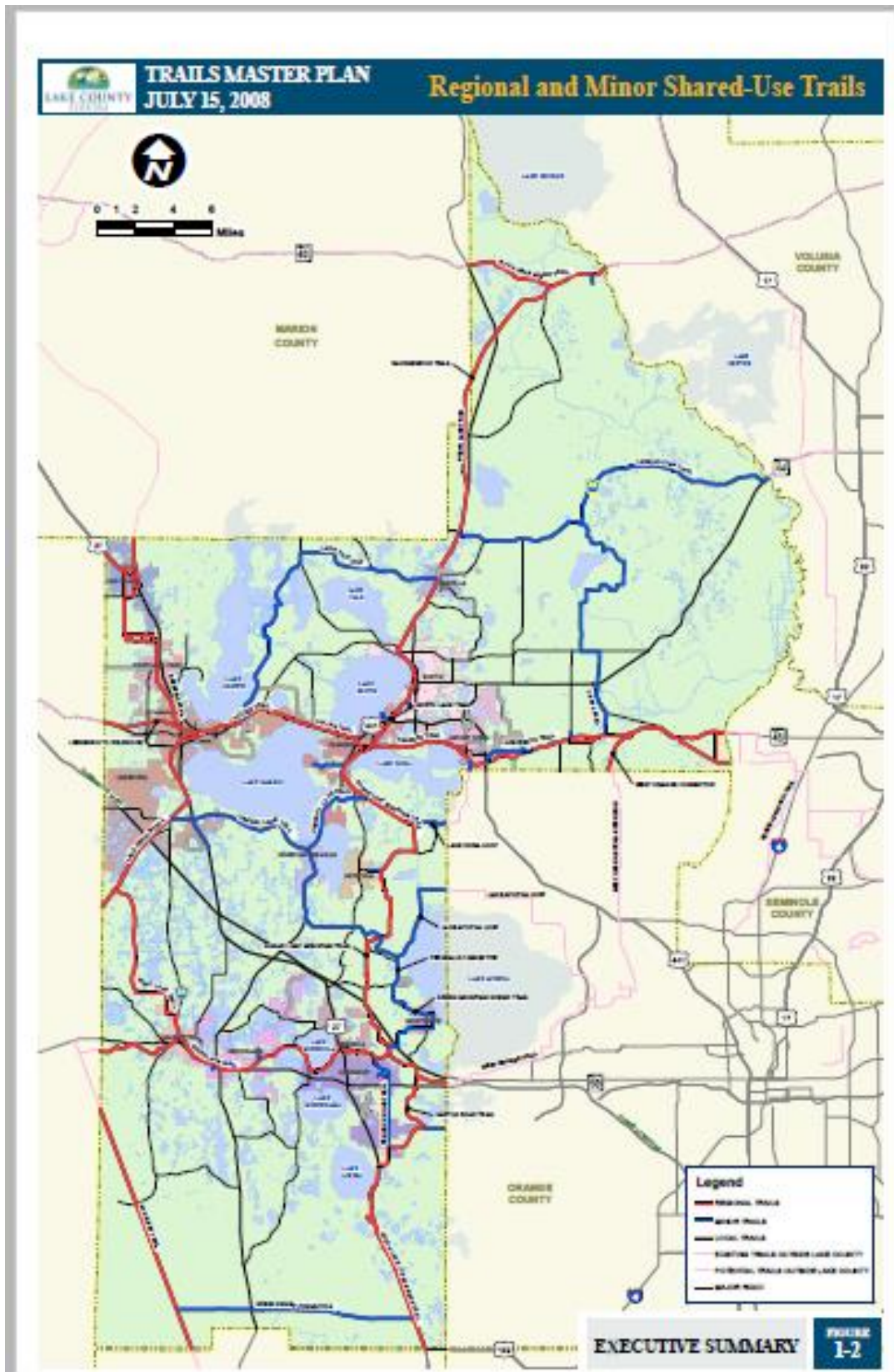
Attachment A: Central Florida Area Regional Trails Map



Attachment B:



Attachment C:





POLICY 2016-6

SIDEWALK POLICY

1. PROGRAM OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for users of all ages and abilities, including children and seniors, by inclusion of sidewalks on all roadway plans and projects. This objective is consistent with the multimodal transportation goals and visions set forth in TRANSPORTATION 2040, the MPO's Long Range Transportation Plan.

2. BACKGROUND:

The benefits of walking, such as improving public health, fostering connected communities, decreasing automobile dependence, and reducing air pollution, are highlighted in the MPO's Long Range Transportation Plan, TRANSPORTATION 2040. There is an increasing need and responsibility to give people the opportunity to walk. TRANSPORTATION 2040 addresses the importance of walking and what can be done to facilitate and promote it as a viable mode of transportation.

According to the American Association of State Highway and Transportation Officials (AASHTO), *Policy on Geometric Design of Highways and Streets* (also known as "the Green Book"): "Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way."

When building new infrastructure or renovating existing places, it should always be assumed that people will walk. Therefore, plans should accommodate pedestrians. Facilities should be accessible to pedestrians of all ages and abilities. Accessible design is the foundation for all pedestrian design and facilities need to be planned, designed, operated, and maintained to be usable by all people. Poor accessibility may create significant barriers to travel and access to opportunities.

3. DEFINITION: (from Florida Green Book 2013 edition)

Pedestrian Facilities - There are several ways in which pedestrians can be accommodated in the public right-of-way:

- 1) Sidewalks - walkways parallel to the roadway and designed for use by pedestrians. Sidewalks provided on both sides of a street are the preferred pedestrian facility; however, the construction of sidewalks on both sides of the street would not be required in cases where pedestrians would not be expected, such as when the roadway parallels a railroad or drainage canal. Newly constructed, reconstructed, or altered sidewalks must be accessible to and usable.
- 2) Off-Road Paths - an off-road path, paved or unpaved, can be an appropriate facility in rural or low density suburban areas. Paths are usually set back from the road and separated by a green area, ditch, swales or trees.
- 3) Shared Streets - shared uses of a street for people walking, bicycling and driving are referred to as shared streets. These are usually specially designed spaces such as pedestrian streets, which are used on local urban streets with extremely low vehicle speed.
- 4) Shoulders - most highway shoulders are not pedestrian facilities, because they are not intended for use by pedestrians, although they can accommodate occasional pedestrian usage.

4. GOALS:

- 1) The primary goal of the Sidewalk Program is to help municipalities and counties within the Lake~Sumter Metropolitan Planning Organization planning area to provide a transportation system where pedestrians can safely and conveniently walk to destinations within a reasonable distance.
- 2) The Sidewalk Program serves as framework for identifying and selecting pedestrian projects for the Long Range Transportation Plan
- 3) To establish a comprehensive vision and strategies for pedestrian accommodations that enhance mobility through connectivity & accessibility, improved safety & quality of life.
- 4) To provide well-designed, safe, comfortable, continuous, direct, and convenient pedestrian facilities for all users of various skill levels and physical abilities.
- 5) To provide improved pedestrian connections to existing and future public transit facilities
- 6) To maximize the multimodal capacity of existing roadways.
- 7) To reduce the number of injuries and deaths in crashes involving motorists and pedestrians.

- 8) To ensure that all road and development projects accommodate pedestrians to the fullest extent. Roads should be designed and buildings sited to make pedestrian access and safety the first priority.
- 9) To ensure the establishment of clear priorities for coordinating, directing and focusing resources.
- 10) To lead to revised community policies, plans, subdivision regulations, and right-of-way requirements to ensure that sidewalks are included in new construction and rehabilitation projects both at a regional and local level.

5. POLICY:

The MPO will promote the planning and implementation of the Sidewalk Program throughout the region and recommends that all member governments adopt sidewalk policies consistent with this policy. The concepts listed provide a broader perspective for both regional and local decision making concerning Sidewalk Program implementation:

Create Complete Streets

- 1) Close Gaps in the Pedestrian Network
- 2) Improve the Pedestrian Environment
- 3) Prioritize Transit, Schools, Civic and Commercial Sites
- 4) Implement Smart Growth Principles

The MPO will seek incorporation of the Sidewalk Program into the development of all transportation projects where applicable and feasible.

6. CRITERIA:

- 1) New Sidewalk Installation: All new construction in urban and suburban areas should include places for people to walk, on both sides of a street or roadway. Recommended guidelines for new sidewalk and walkway installation are given in Table 1 page 6.
- 2) Retrofitting Sidewalks: Many of the streets built through the region in recent decades do not have sidewalks and these streets need to be retrofitted. The following are suggested criteria for establishing priorities.
 - a. Speed — There is a direct relationship between speed and the number and severity of crashes; high-speed facilities may rank higher if speed is a criterion.
 - b. Street Classification — Arterial streets should take precedence because they generally have higher pedestrian use (due to more commercial uses), they have a greater need to separate pedestrians from motor vehicles (due to higher traffic volumes and speeds), and they are the main links in a community.

- c. Crash Data — Pedestrian crashes seldom occur with high frequency at one location, but there are locations where crashes occur due to a lack of sidewalks. Usually, there is a pattern of pedestrian crashes up and down a corridor indicating a need to provide sidewalks throughout, not just at crash locations.
- d. School Walking Zones — School walking zones typically extend from residential areas to an elementary, a middle or a high school. Children and young adults are especially vulnerable, making streets in these zones prime candidates for sidewalk retrofitting.
- e. Transit Routes — Transit riders need sidewalks to access transit stops. Arterials used by transit are prime candidates for sidewalk retrofitting.
- f. Neighborhoods with Low Vehicle Ownership — Twenty percent of the U.S. population has a disability and 30 percent of the population does not drive. Walking is the primary mode of transportation for many of the people in this country. People with disabilities live throughout the community. If they are not seen in the community, it may be due to the fact that adequate facilities are not provided. In addition, car ownership is lower and crash rates are often higher in low- and moderate-income neighborhoods with lots of children
- g. Urban Centers/Neighborhood Commercial Areas — Areas of high commercial activity generate high pedestrian use, even if they are primarily motorists who have parked their car. Sidewalks are needed to improve safety and enhance the economic viability of these areas.
- h. Other Pedestrian Generators — Hospitals, community centers, libraries, sports arenas, and other public places are natural pedestrian generators where sidewalks should be given priority.
- i. Missing Links/Gaps — Installing sidewalks to connect pedestrian areas to each other creates continuous walking systems.
- j. Local Priorities — Local residents may have a sense of where the most desirable walking routes exist.

7. REQUIREMENTS:

Sidewalk project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the sidewalk facility. Sidewalks on a county roadway within a municipal boundary will be the responsibility of the local municipality.

- 1) Each project shall use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation, i.e., *Florida Greenbook, Plans Preparation Manual*.
- 2) Designs shall include accommodation of all users and be sensitive to the context of the roadway and adjacent land use for the corridor.

- 3) The project sponsor shall provide the local transit agency the opportunity to participate throughout the entire process and encourage the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit users and access to transit facilities is provided.

8. APPEALS:

When a member government is not in agreement with the MPO's decision regarding sidewalk projects subject to the Transportation Improvement Program Selection Process, the jurisdiction may introduce a formal appeal by means of a resolution adopted by their local governing body. The resolution must be submitted to the MPO and proceed through the established transportation planning process. As such, the resolution will be subject to review and comment by the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board, after considering comments from the other three committees, will make the final decision on the appeal.

9. IMPLEMENTATION:

Upon approval and adoption of this Sidewalk Program, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this Program will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this Program in accordance with the requirements of the plan at adoption. Also, the List of Priority Projects will be amended as necessary in order to seek funding for projects as the result of the completion and resolution of support of a Sidewalk Project Information Application.

Strategies to Reduce Total Costs:

- 1) Stand-alone vs. integrated within another project: Sidewalks should always be included in road construction projects. Stand-alone sidewalk projects cost more than the same work performed as part of a larger project. Sidewalks can be piggybacked to projects such as surface preservation, installation or relocation of water or sewer lines, or placing utilities underground.
- 2) Combining Projects: A cost-savings can be achieved by combining several small sidewalk projects into one big one. This can occur even if the sidewalks are under different jurisdictions, or even in different localities, if they are close to each other. The basic principle is that bid prices drop as economies of scale increase.

10. EVALUATION:

The MPO, at a minimum, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Sidewalk Program, including the development of prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Links:

<http://www.pedbikesafe.org/PEDSAFE/index.cfm>

<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FloridaGreenbook.pdf>

<http://www.dot.state.fl.us/rddesign/PPMManual/2016PPM.shtm>

PROJECT UPDATES – June 2016

- **US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida’s Turnpike Interchange Improvements**
US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida’s Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study.
- **I-75/CR 514 Interchange Planning (Sumter County near Coleman)**
Staff is coordinating with Sumter County, FDOT and the Federal Highway Administration on an Interchange Justification Report and on an upcoming study of a potential new interchange with I-75 west of Coleman at CR 514. This effort is being coordinated with the US 301 study.
- **C-470 Study**
FDOT has commenced a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida’s Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County. A public meeting is scheduled for 5 p.m., June 16 in Lake Panosoffkee to review the alternatives that have emerged from the study.
- **Wekiva Parkway Project**
FDOT and the Central Florida Expressway Authority are now moving into the right-of-way acquisition phase for most segments of the project. Construction is underway by CFX from US 441 north to the future systems interchange that will include the connection to SR 46 in Lake County. Construction of FDOT segments in Lake County will be substantially underway by 2017. The first segment of SR 429 in Lake County opened January 20 through the Neighborhood Lakes property.
- **Trails: Central Florida C2C Trail and Wekiva Trail**
Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019. The other two segments are funded for design in 2016.
- **Minneola Interchange: Florida’s Turnpike/North Hancock Road/Citrus Grove Road**
Florida’s Turnpike Enterprise has selected a firm to design and build the interchange and construction has begun. The FDOT TRIP grant for North Hancock Road has allowed Lake County to proactively meet FTE’s timeline for construction as the roadway project is complete. Lake County’s is extending North Hancock Road from CR Old 50 to north of Fosgate Road. From that point north, the roadway is included as part of the FTE design-build project. The final portion of the roadway, the extension of the roadway north from the interchange to CR 561A, will be constructed by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, which is soon under design.
- **Lake-Orange Parkway (US 27 to SR 429)**
The Orange-Lake Parkway Partners, LLC, is examining options to construct a road between US 27 in Clermont east to SR 429 just south of Winter Garden. A \$28.5 million State Infrastructure Bank loan is currently programmed in the FDOT program for the LLC of landowners to potentially accomplish the potential project. Meanwhile, the Central Florida Expressway Authority has agreed to include the concept in the CFX’s 2040 Master Plan and to examine concepts for the potential roadway. Therefore, multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Area Plan.
- **SR 50 Corridor Study**
SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest.